

## Honolulu and Pearl Harbor Vital Centers Of America's Power In Pacific Ocean

### HAWAII COMMANDS THE WHOLE PACIFIC

Look at Hawaii on the map. "Midway between Unalaska and the Society Islands, midway between Sitka and Samoa, midway between Port Townsend and the Fiji Islands, midway between San Francisco and the Carolines, midway between the Panama Canal and Hong Kong, and on the direct route from South American ports to Japan, the central location of these islands makes their commercial importance evident."

"But vastly greater is their strategic value to the United States. 'Captain Mahan says: 'Too much stress cannot be laid upon the immense disadvantage to us of any maritime enemy having a coaling station well within 2500 miles of every point of our coast line from Puget Sound to Mexico. Were there many others available, we might find it difficult to exclude from all. There is, however, but the one. Shut out from the Sandwich Islands as a coal base, an enemy is thrown back for supplies of fuel to distances of 3500 or 4000 miles—or between 7000 and 8000 going and coming—an impediment to sustained maritime operations well-nigh prohibitive. It is rarely that so important a factor in the attack or defence of a coast line—a sea-frontier—is concentrated in a single position, and the circumstance renders it doubly imperative upon us to secure it, if we righteously can."

"This was written in 1893, and the final annexation of Hawaii shows that the lesson and warning conveyed in the above were minded at the right moment."

"With the Sandwich Islands we have acquired Pearl Harbor, of which Admiral Walker said: 'It should not be forgotten that Pearl Harbor offers, strategically and otherwise, the finest site for a naval and coaling station to be found in the whole Pacific.'"

#### PEARL HARBOR PROGRESS

1884—Treaty negotiated by President Grover Cleveland and King Kalakaua, giving the United States exclusive rights to Pearl Harbor  
1898—Annexation of Hawaii to the United States.  
1908—Appropriation of \$3,000,000, by Congress to straighten channel and establish Naval Station at Pearl Harbor.

### PEARL HARBOR STATION PROTECTION FOR AMERICA

(By Hon. JONAH KALANIAN'OLE, DELEGATE TO CONGRESS.)

I simply cite some historical facts to show how conclusively and for how long a time the strategic value of Pearl Harbor and the Hawaiian Islands has been officially recognized by the Government of the United States.

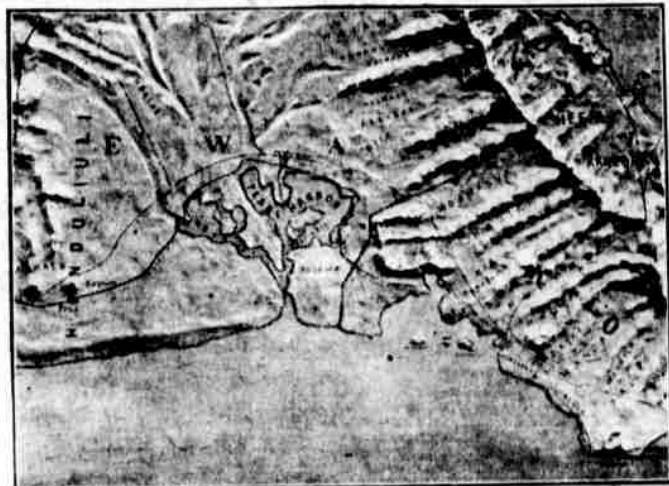
Beginning in 1842, President Tyler gave notice to European nations that the United States would never consent to their occupying the Hawaiian Islands.

In 1851, when the French were threatening to occupy Hawaii, Daniel Webster, then Secretary of State, wrote: "I hope the French will not take possession of Hawaii; but if they do, they will be dislodged, if my advice is taken, if the whole power of the Government is required to do it."

William L. Marcy, when Secretary of State, reiterated the declaration that Hawaii would not be permitted to fall into the hands of any European nation. Up to that time there was no menace of Hawaiian occupation by any nation other than European.

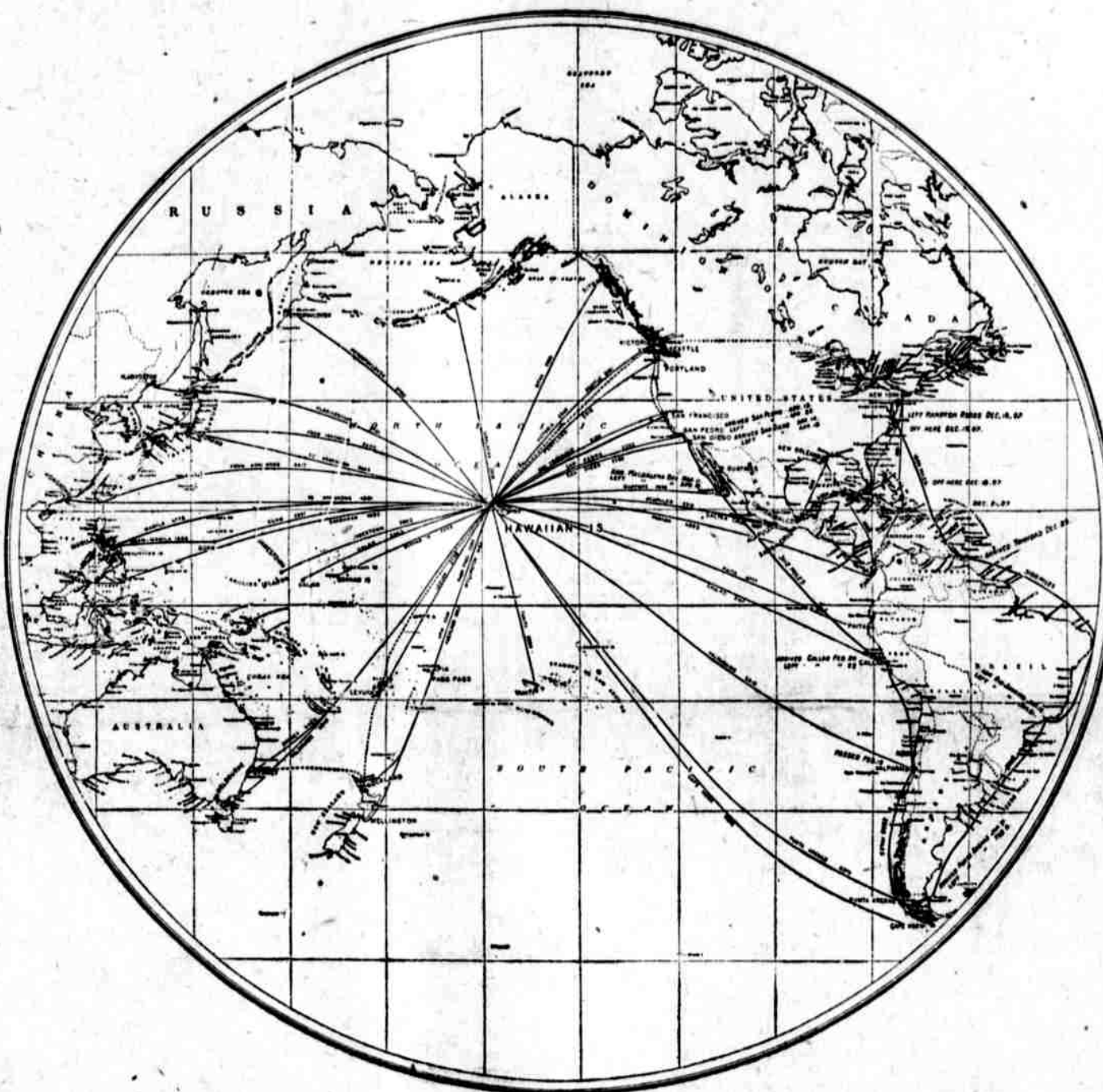
Almost a third of a century ago, when King Kalakaua was the reigning monarch of the Hawaiian Kingdom, the United States, by reciprocity treaty, obtained rights over the waters of Pearl Harbor. This was the first step toward carrying out the policy announced by President Tyler thirty-five years previously.

Coming down to the days of Blaine and McKinley, we find those



RELIEF MAP OF PEARL HARBOR SECTION OF ISLAND OF OAHU, SHOWING OUTLINE OF HARBOR AND LOW-LYING LAND OF IMMEDIATE VICINITY

### MAP OF THE PACIFIC



MAP OF PACIFIC THAT DEMONSTRATES CENTRAL LOCATION AND VITAL STRATEGICAL VALUE OF HAWAIIAN ISLANDS.

statesmen repeating the declarations of their predecessors. By the time that President McKinley reached the White House, it had become apparent that the danger of the occupation of Hawaii by a foreign power had been shifted from European nations to those of the Orient.

Finally, ten years ago, when the unexpected events of the Spanish-American war thrust a new situation upon this nation, it became apparent that it was necessary for the United States to acquire the sovereignty of the Hawaiian Islands, both for the protection of the Pacific coast and in order to make it possible to maintain any naval base in the Far East.

But although this Government annexed the Hawaiian Islands for the particular value of their strategic location, they permitted almost ten years to pass without turning a sod or laying one foundation stone toward the actual construction of a naval station at Pearl Harbor.

A magnificent site of over 600 acres of ground has been acquired for this purpose.

The 10 square miles of landlocked waters in Pearl Harbor could easily accommodate the combined fleets of this nation and of Great Britain, but that can never give shelter to a battle ship till docks are built and the channel approach is straightened.

The importance of Pearl Harbor as a naval and military base has been repeatedly urged by men able and experienced in military and naval science; among them Captain (now Admiral) A. T. Mahan, who pointed out with unanswerable arguments the commanding importance of Pearl Harbor as the key to the Pacific.

This Government for ten years neglected the safeguard of preparing a naval base in the mid-Pacific. Our relations with other nations are such to-day that it would be inexcusable neglect of the responsibility of Congress to the nation to postpone this work another year.

The development of Pearl Harbor is not a Hawaiian proposition; it is a national need. But as my nation gave over its sovereignty to this country ten years ago, we have a right to ask, and we do ask that adequate protection be provided for our islands, so that we could not be captured by a single hostile battle ship as could be done to-day.

Coast fortifications alone are not sufficient; there must be an operating base for war vessels as well as coast defenses, and the latter are useless without the former.

Hawaii should be defended for its own protection; but I repeat that it is far more important for the offensive and defensive plans of the nation as a whole.

### FIRST PEARL HARBOR TREATY

Grover Cleveland, President of the United States, and David Kalakaua, King of Hawaii, concluded the treaty which first placed Pearl Harbor within the control of the United States. The proclamation setting forth the terms of the treaty is now in the archives of Hawaii and reads as follows:

Whereas, a Convention between the United States of America and the Kingdom of the Hawaiian Islands, for the purpose of definitely limiting the duration of the Convention concerning Commercial Reciprocity concluded between the same High Contracting Parties on the thirtieth day of January, 1875, was concluded and signed by their respective plenipotentiaries at the city of Washington, on the sixth day of December, in the year of our Lord, 1884, which Convention, as amended by the Senate of the United States and being in the English language, is word for word as follows:

Supplementary Convention to limit the duration of the Convention respecting Commercial Reciprocity between the United States of America and the Hawaiian Kingdom, concluded January 30, 1875.

Parties consider that the increase and consolidation of their mutual commercial interests would be better promoted by the definite limitation of the duration of the said convention.

Therefore, the President of the United States of America, and His Majesty the King of the Hawaiian Kingdom, have agreed to the following:

(Continued on Page 2)



RELIEF MAP OF ISLAND OF OAHU, SHOWING HIGH MOUNTAIN RIDGES AND SOUTHERN COAST WITH HONOLULU AND PEARL HARBORS

### BACKED BY NAVY AMERICA IN PACIFIC IS IMPREGNABLE

The Hawaiian Islands, Wake Island, and Guam form a line of communication to Manila lying between the narrow limits of the 13th and 21st parallels. The American terminal points of this line are located at San Francisco, Los Angeles, and Panama, and to all three of these Honolulu holds a central position. The pre-eminence which it now enjoys as the radiating point of the great commercial routes of the Pacific will only be enhanced with the opening of the Panama Canal, because it will lie in the path of an increasing flow of vessels moving along from Panama to China, Japan, or Asiatic Russia. At the western end of this island chain of communications are the Philippines. This large group, scattered over an area measuring 1000 miles north to south and half as much east to west, is located wholly within the tropics, and distributed around it in a wide-sweeping semicircle are the Far Asian countries whose vast populations make the markets of the East.

At present we supply this whole market with only about 11 per cent. of its imports, while the commercial countries of Europe have a share of 50 per cent. of this import trade. The total commerce of the United States with Asia and Australasia has risen from \$178,000,000 in 1892 to \$287,000,000 in 1902, having more than doubled within a single decade. Under the new conditions which we are now facing, these figures will rapidly rise to double and treble the amount.

Considering, therefore, the problem of the future Pacific supremacy from the three points of geographical location, commercial advantage and facilities for manufacture, and, lastly, of strategic strength, we find the United States impregnable. No other nation or group of nations possesses anything approximating our combined advantages. Two other points remain for consideration. One is population, and the other is naval strength.

As to the former, the facts are well within our ken. We shall soon have passed the 100,000,000 point, and the middle of this century will probably see this nation fairly under way towards the second hundred million. Our immigration, far from diminishing, has of late years risen to heights equalled only during a few exceptional years before, and the annual average is now higher than ever. With that, while in the older Eastern States (due to a variety of causes) the rate of natural increase has been diminishing, it is steadily on the increase in the West and South. We may easily look forward, therefore, to the time when, with the single possible exception of Russia, our more numerical superiority will exert an unparalleled influence in a policy of expansion in the Far East and in South America.—Von Schierbrand's "America, Asia and the Pacific."

Honolulu has 2 Iron Foundries and Machine Shops capable of making extended ships' repairs.

Honolulu has 24 miles Electric Car Lines; service the best.

Honolulu has 125 miles well-paved streets.